

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N7110.306

9/27/02

Cancellation
Date: 11/14/03

SUBJ: SURFACE PHRASEOLOGY REVISIONS

1. **PURPOSE.** This notice provides modifications to Order 7110.65N, Air Traffic Control, with reference to surface-related phraseology.
2. **DISTRIBUTION.** This notice is distributed to select offices in Washington headquarters, regional offices, the William J. Hughes Technical Center, Mike Monroney Aeronautical Center, and all air traffic field facilities.
3. **EFFECTIVE DATE.** This notice is effective November 15, 2002.
4. **BACKGROUND.** The FAA formed a Phraseology Workgroup consisting of a diverse cross section from the air traffic headquarters and field level. The purpose of the workgroup was to reduce surface incidents by reviewing procedures and the associated phraseology, and to improve phraseology, via condensing, modifying, or eliminating extraneous verbiage without compromising safety.
5. **ACTION.** Facility managers shall ensure that all air traffic control (ATC) personnel are briefed on this notice prior to working an operational position.
6. The changes indicated in the three paragraphs below are implemented as of the effective date of this notice.

a. The following change, noted in bold type, is added to the example in Paragraph 2-9-2, Operating Procedures, as follows:

2-9-2. OPERATING PROCEDURES

a. through d. Same.

EXAMPLE-

"Verify you have information ALPHA."

"Information BRAVO now current, visibility three miles."

*"Information CHARLIE now current, Ceiling 1500
Broken."*

"Information CHARLIE now current, advise when you have CHARLIE."

Distribution: ZAT-710, ZAT-464

Initiated By: ATP-100

Explanation of change: This change will reduce excess verbiage. If a pilot calls without the current Automated Terminal Information System (ATIS), this change gives the controller the option to ask the pilot to advise when they do have the current ATIS rather than read all the updated changes in the new ATIS to the pilot. It does not relieve the controller of the responsibility of ensuring the pilot has the correct information prior to arrival or departure.

b. The words “taxi into” before the words “position and hold” are deleted from the phraseology in Paragraph 3-9-4, Taxi into Position and Hold (TIPH), to read, noted in bold type, as follows:

3-9-4. TAXI INTO POSITION AND HOLD (TIPH)

a. and b. Same.

PHRASEOLOGY-
*RUNWAY (number), **POSITION AND HOLD.***

Or, when only one runway is active:

POSITION AND HOLD.

c. Same.

EXAMPLE-
*“United Five, runway one eight, **position and hold.** Traffic a Boeing Seven Thirty Seven, six mile final.”*

Or, when only one runway is active:

*“United Five, **position and hold.** Traffic a Boeing Seven Thirty Seven, six mile final.”*

Explanation of change: This change removes the words “taxi into” from the phraseology.

c. Incorporate the following phraseology changes and add new subparagraph (f), noted in bold type, to Paragraph 7-2-1a3, Visual Separation, to read as follows:

7-2-1. VISUAL SEPARATION

a. Same.

1. through 3. Same.

(a) through (e) Same.

(f) If the pilot advises he has the traffic in sight and will maintain visual separation from it (the pilot must use that entire phrase), the controller need only “approve” the operation instead of restating the instructions.

PHRASEOLOGY-

**TRAFFIC, (clock position and distance),
(direction)-BOUND, (type of aircraft), (intentions and
other relevant information).**

If applicable,

ON CONVERGING COURSE.

DO YOU HAVE IT IN SIGHT?

If the answer is in the affirmative,

MAINTAIN VISUAL SEPARATION.

***If the pilot advises he has the traffic in sight and will maintain visual separation from it
(pilot must use that entire phrase):***

APPROVED.

If aircraft are on converging courses, advise the other aircraft:

**TRAFFIC, (clock position and distance),
(direction)-BOUND, (type of aircraft), HAS YOU IN
SIGHT AND WILL MAINTAIN VISUAL SEPARATION.**

Explanation of change: This change will reduce controller verbiage in the following two situations:

1. When a controller issues instructions for pilots to maintain visual separation from their traffic, the words "from that traffic" are deleted.
2. When a pilot, upon reporting his/her traffic in sight, also states that he/she will maintain visual separation from it, the controller need only "approve" the operation instead of restating the instructions. Cautions: The pilot must state the entire phrase, and the controller cannot simply acknowledge the pilot's transmission by stating "Roger," as "Roger" does not imply an ATC clearance. The controller's reply must be "Approved."



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